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REPORT NO. [redacted]

50X1

COUNTRY Czechoslovakia

DATE DISTR. 12 May 1954 50X1

SUBJECT Jet Aircraft Mechanics' Course

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PLACE ACQUIRED [redacted]

THIS IS UNEVALUATED INFORMATION 50X1

SOURCE [redacted]

Beginning of the Course

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1. [redacted] jet-aircraft mechanics' course was initiated at Ceske Budejovice with great ceremony. Many military dignitaries were present. Classes began the day after the inauguration.

2. Two identical courses were taught simultaneously at the airbase. One course taught candidates only from the 2nd Fighter Div. in Ceske Budejovice; the other course taught candidates from the 3rd Fighter Div. at Line, the 1st Fighter Div. at Zatec, N 50-20, E 13-337, and some students from the 2nd Fighter Div. at Ceske Budejovice. The reason why the course for the 3rd Air Div. took place in Ceske Budejovice instead of in Line was that the base at Line did not yet have its classrooms equipped with the necessary material and it temporarily lacked space to accommodate its candidates in one billeting unit. Source heard that the next jet aircraft mechanics' [redacted] draftees of the 3rd Fighter Div. was to be taught at the Line airbase. 50X1

3. Upon completion of basic training in Mlada, candidates for various military courses and schools were selected by a board according to their abilities and former occupation in civilian life.

4. Each of the two courses had 100 students, 60 mechanics, and 40 armorers. Each course was divided into two sections; one section for jet aircraft mechanics, the other for armorers. The course for the Line airbase was supervised by 2nd Lt. RIESLER who was chosen for his abilities. Lt. RIESLER was a technician with the staff regimental flight at Line.

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Instructors

5. The following were instructors for the Line mechanics course:

JUNGBAUER, 2nd Lt.: taught piston and jet engines, technical description and maintenance of M-05 and M-410 engines.

SLUKA, M/Sgt.: taught aerodynamics and fuselage construction for S-102 and C-2B1 aircraft.

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RIESLER, 2nd Lt.: taught the duties of an aircraft mechanic with regard to flying as well as engineering and technical services in the air force, called "NIAS" (Russian abbreviation unknown [redacted].

PLIML, 2nd Lt.: taught armament for S-102 and C-2B1 aircraft.

FISCHER, 2nd Lt.: taught political indoctrination and electrical installation in S-102 aircraft.

NAME UNKNOWN: taught radio and electronics.

JODAS, Zdenek, M/Sgt.: acted as 1st Sgt. for the group.

Subjects	Total Hours of Instruction
6. Engines:	
Construction of Piston Engines	15
Construction of Jet Engines (The course was called "Konstrukce Proudovych Motoru". The expression "proudovy motor" was an official Czech expression for jet engine. At times it was referred to as "tryskovy motor" but this expression was slowly becoming obsolete. Source first heard the official expression "proudovy motor" in 1951 while still in civilian life.)	15
Technical Description and Maintenance of M-05 Engine	35
Technical Description and Maintenance of M-410 Engine	15
Fuselage Construction in general	23
Technical Description and Operation of S-102 Aircraft	30
Radio Equipment for S-102 Aircraft	3
Technical Description and Operation of C-2B1 aircraft	15
"NIAS", or the Engineering and Technical Services in the AF	21
Armament for S-102 and C-2B1 Aircraft	8
Aerodynamics	18
Electrical Installation in S-102 Aircraft	6
Political Indoctrination	28
Calisthenics and Gymnastics	14
Marching Exercises	21
"Praxe", or Applied Theory on Aircraft in Hangars (This was done during lecture hours in groups of 10 people)	8

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Daily Schedule

7. 0600 hrs: - Reveille
0605 " : - Morning physical exercises
0615 " : - Tidying up of rooms
0645 " : - Troop inspection (uniforms and appearance) by 1st Sgt.
0715 " : - Breakfast
0800 " : - Lectures
1200 " : - Lunch
1300 " : - Rest period
1400 " : - Lectures
1700 " : - Supper
1800 " : - Rest period
1900 " : - Organized rest period, which included group singing, playing chess, or additional help to retarded students
2115 " : - Reading of next day's schedule
2130 " : - Preparations for bed
2200 " : - Lights out

Students' Passes

8. For about the first three weeks of the course, passes to visit the town were issued only to students with good scholastic standing, until it caused poor morale. Thereafter, they were issued to everybody. During the week, usually on Wednesday night, a whole group went to the movies in town. On Saturdays from 1600 hours until 0100 hours and on Sundays from 1300 hours until 2400 hours students were allowed to leave the airbase only on pass.

Lectures 50X1

9. Each course had two lecture rooms; one for mechanics and one for armorers. In building /Point 50, Encl. 2, [redacted] was an additional lecture and demonstration room where a disassembled S-102 engine was placed for demonstration and practice purposes. 50X1 Lectures on each course were given uninterruptedly from the beginning until the end of the course. [redacted] was considered one of the most important courses by the instructors.

Description of Courses

10. a. Engines: theoretical lectures on engines with applied exercises lasting 80 hours. Instructors based their lectures on a textbook translated from Russian called Description and Operation of M-05 Engine (Popis a Provoz Motoru M-05), and Supplements to the Description and Operation of M-05 Engine (Doplnky k Technickemu Popisu a Provozu M-05), which specified the differences between the Soviet-built MIG-15 and the Czech-made S-102 aircraft. Another textbook was called the Technical Description and Operation of M-410 Engine (Technicky Popis a Provoz Motoru M-410). Students had no textbooks and used their notes to study for their examinations. After the instructor finished lecturing, he asked students questions which he sometimes graded. Upon reviewing the lecture, students had to apply the theory by practising on the disassembled S-102 engine. In addition to this, instructors took students to hangars where they explained and demonstrated the assembly (structure) of an S-102 aircraft. During the last three weeks of the course, student mechanics had to spend eight hours in hangars practicing on the aircraft under the supervision of experienced mechanics. On the whole, students were given five essay-type tests on S-102 engines, excluding the final examination. [redacted] from the tests: "Sketch and describe the function of a combustion chamber" ("Nakreslite a popiste funkci spalovaci komory"). 50X1

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b. Fuselage: Lectures on fuselage were based on textbooks, Technical Description and Operation of S-102, (Technicky Popis a Provoz S-102) translated from Russian, and Supplement to the Technical Description and Operation of S-102 (Doplnky k Technickemu Popisu a Provozu S-102), which dealt with the differences between a Soviet built MIG-15 and a Czech made S-102, and Technical Description and Operation of C-2B1 (Technicky Popis a Provoz C-2B1). About five essay-type tests were given on the S-102 and C-2B1 fuselage excluding the final examination.

c. Political Indoctrination: Lectures were given twice a week in two-hour sessions. Students were divided into groups of 15 people. Instructors were also members of the jet-aircraft mechanics' course with previous intensive political training and these, in turn, were briefed and supervised by 2nd Lt. FISCHER. Instructors were called "Representatives for political affairs" (Zastupci pro veci politicke - ZVP). They lectured on "Life of Klement Gottwald" and "Building of Socialism in Villages." Lt. FISCHER first briefed the instructors on the topics before they delivered their lectures to the students. Tests were oral.

d. Aerodynamics: This course included studies of subsonic and supersonic aerodynamics. There were no textbooks. Instructor used sketches and photographs as aids to his lectures. Written tests were given.

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e. Armament: Lectures lasted only eight hours. [redacted] said it only gave the students some idea about the armament for S-102 and C-2B1.

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f. "NIAS": [redacted] but the course included engineering and technical services of the air force, duties of an aircraft mechanic, assistant aircraft mechanic, duties of personnel in charge of hangars, and other air force topics. [redacted]

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g. Radio Equipment in S-102 Aircraft: This course lasted only three hours. [redacted]

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h. Electrical Installation in S-102 Aircraft: This course lasted eight hours. No further information was known to Source.

i. "Praxe" or practice: Groups of 10 people worked in hangars on S-102 aircraft under supervision of experienced mechanics. Time for this training was prearranged for the students by the experienced mechanics.

j. Calisthenics and Gymnastics: This was done two hours weekly; performed either outside or in the gymnasium.

k. Marching Exercises: These were done three hours weekly. Students were forced to march 100 m. and run 100 m. for one hour.

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Final Examinations

11. Final examinations took place on the [redacted] final course grades and placement of graduates were announced. Examinations were oral. Each candidate picked out a question from an envelope, was allowed 15 minutes to study the question, jot down some notes, and was then called upon to answer it. Nobody failed the course and nobody was released during the course because of poor grades. [redacted] of 60 mechanics, 7 graduated with high honor. [redacted]

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Disposition of Students

12. Those who attended the Ceske Budejovice class remained with the 2nd Fighter Div. in Ceske Budejovice. Those from the so-called Line Course were placed as follows: 15 went to Zatec, 5 to Prague, and 40 were sent to Line. 50X1

Armorers' Class

13. [redacted] the class for armorers. The Line armorer class had 40 candidates with classrooms separated from the mechanics.

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